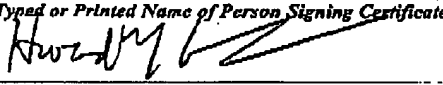


☒ 001/016

SEP 20 2004

CERTIFICATE OF TRANSMISSION BY FACSIMILE (37 CFR 1.8)		Docket No. DN2000-179USA	
Applicant(s): Balter, et al.			
Application No. 09/715,384	Filing Date November 17, 2000	Examiner Mathieu Vargot	Group Art Unit 1732
Invention: POST CURE CORRECTION OF TIRE UNIFORMITY			
<p>I hereby certify that this <u>Amendment</u> <small>(Identify type of correspondence)</small></p> <p>is being facsimile transmitted to the United States Patent and Trademark Office (Fax. No. <u>703-872-9306</u>)</p> <p>on <u>September 20, 2004</u> <small>(Date)</small></p> <div style="text-align: right; margin-top: 100px;"> <p>Howard M. Cohn <small>(Typed or Printed Name of Person Signing Certificate)</small></p>  <small>(Signature)</small> </div>			
<p>Note: Each paper must have its own certificate of mailing.</p>			

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SEP 20 2004

PATENT**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re : Application of Balter
For : POST CURE CORRECTION OF TIRE UNIFORMITY
Serial No. : 09/715,384
Filed : November 17, 2000
Group Art Unit : 1732
Examiner : Mathieu Vargot
Our Docket No. : DN2000179USA

September 20, 2004

By Fax 703-872-9306

COMMISSIONER FOR PATENTS

P.O. Box 1450

Alexandria, VA 22313-1450

AMENDMENT

Sir:

This is in response to the Office Action dated June 18, 2004 having a statutory period of response set to expire on September 18, 2004.

Please amend the referenced application as follows:

IN THE CLAIMS

Please amend claims 1 and 17 as follows:

1. (presently amended) Method of post cure correction of tire uniformity for a tire having beads, an axis of rotation, and a tread having an equatorial plane; the method comprising the steps of:

selecting the tire during a tire manufacturing process after the selected tire has been rejected by a tire uniformity test due to at least one tire uniformity defect;

providing a 360 degree circumferential tread restraint which holds the tread of the tire in an ideal tread shape, concentric to the axis of rotation and nominally perpendicular to the equatorial plane, wherein the ideal tread shape closely matches the ideal contour of the tread of the tire when inflated;

sealingly holding the beads concentric to, and equidistant from, the axis of rotation, and